

Patent Claims:

1. An aircraft engine, particularly a gas turbine engine, with  
2 at least one fan (11) and a core engine (12), whereby the  
3 fan (11) comprises a fan housing (13) enclosing a fan flow  
4 channel, and at least one fan wheel (15), and whereby the  
5 core engine (12) comprises at least one compressor (15,  
6 16), at least one combustion chamber (17), and at least one  
7 turbine (18, 19), and with at least one generator (24) for  
8 producing electrical energy, whereby the or each generator  
9 (24) produces electrical energy by withdrawing shaft power  
10 from the core engine (12), characterized in that the or  
11 each generator (24), for producing electrical energy, is  
12 integrated into at least one strut (21) extending in a  
13 radial direction of the fan flow channel, and thus is  
14 positioned within the fan flow channel.

1. 2. The aircraft engine of claim 1, characterized in that the  
2 or each generator (24) or the or each strut (21) into which  
3 the or each generator (24) is integrated, is demountable  
4 out of the fan flow channel for maintenance work.

1. 3. The aircraft engine of claim 1 or 2, characterized in that  
2 the or each generator (24) is coolable by an air flow  
3 flowing through the fan flow channel, whereby for this  
4 purpose openings are integrated into the or each strut (21)  
5 into which the or each generator (24) is integrated, in  
6 order to move a portion of the air flow flowing through the

7           fan flow channel past the or each generator (24) for  
8           cooling.

1       4. The aircraft engine of one or more of claims 1 to 3,  
2           characterized in that each generator (24) comprises at  
3           least one stator and at least one rotor, whereby the or  
4           each generator, particularly the rotor thereof, is coupled  
5           at a radially inwardly positioned end through a first gear  
6           box (23) with the shaft (20) of the core engine (12), from  
7           which shaft power is taken-off.

1       5. The aircraft engine of claim 4, characterized in that the  
2           or each stator is positioned in a fixed location within the  
3           respective strut (21), and in that the or each rotor  
4           rotates within the respective strut (21) relative to the or  
5           each stator.

1       6. The aircraft engine of claim 4 or 5, characterized in that  
2           the first gear box (23), through which the or each  
3           generator (24) is coupled to the shaft (20) of the core  
4           engine (12), is constructed as a rotational speed  
5           increasing gear box.

1       7. The aircraft engine of one or more of the claims 1 to 6,  
2           characterized in that the or each generator (24) is  
3           coupled, at a radial outward end of the fan flow channel,  
4           through a second gear box (25) with pneumatically and/or

5           hydraulically operated attachment devices (26) of the  
6           aircraft engine.

1       8. The aircraft engine of one or more of the claims 1 to 7,  
2           characterized in that in addition to the or each generator  
3           (24) also electronic assemblies for the closed loop power  
4           control of the or each generator (24), are integrated into  
5           the respective strut (21).

1       9. The aircraft engine of one or more of the claims 1 to 8,  
2           characterized in that the or each generator (24) can also  
3           be used in a motor operation for starting the aircraft  
4           engine.